Washington State Department of Transportation

CTR Employer Survey Report

Thank you for completing your Commute Trip Reduction survey. This report contains the survey results.

Employer Id : E40592

Employer : Snohomish County Government

Worksite : Snohomish County

Street : 3000 3000 ROCKEFELLER AVE AV

Jurisdiction : City of Everett

Survey Date : 2/10/2013

Survey Type : Paper

Response Rate : 73%

Drive Alone & One-Way VMT Rates at this Worksite

Drive Alone : 66.2%

One-Way VMT per employee : 11.5

Employees and Survey Response Information

Reported Total Employees at Worksite: 1,407

Surveys Distributed : 1,407

Surveys Returned : 1,034

Surveys Returned by CTR Affected Employees : 978

Total Estimated CTR - Affected Employees at Worksite : 1,331

Drive Alone - All Employees	One Way VMT per Employee - All Employees

Drive Alone - All Employees: 2007 - 2008: 66.1%; 2009 - 2010: 64.5%; 2013 - 2014: 66.2%

One Way VMT per Employee - All Employees: 2007 - 2008: 11.2 miles; 2009 - 2010: 10.7 miles; 2013 - 2014: 11.5 miles
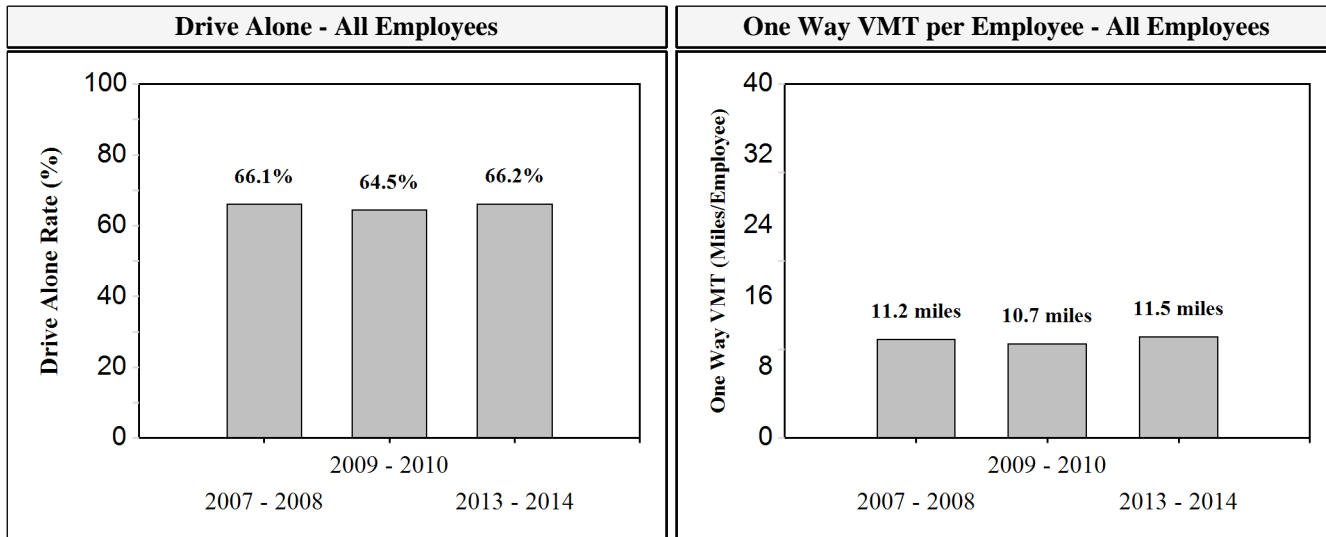
Site History and Goal

Cycle	Drive Alone - All	Drive Alone - CTR Affected	VMT / Employee - All	VMT / Employee - CTR Affected
2007 - 2008	66.1%	65.5%	11.2	11.0
2009 - 2010	64.5%	64.1%	10.7	10.7
2011 - 2012	N/A	N/A	N/A	N/A
2013 - 2014	66.2%	65.7%	11.5	11.5
2015 - 2016	N/A	N/A	N/A	N/A
2017 - 2018	N/A	N/A	N/A	N/A
2019 - 2020	N/A	N/A	N/A	N/A
Goal	TBD	TBD	TBD	TBD
Percent Change	0.2%	0.3%	2.7%	4.5%

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Comparison Between Rates With and Without Fill-In

The survey response rate is indicated on Page 1. To encourage a response rate of at least 70%, additional drive alone trips are added to survey results for worksites with a response rate of less than 70%. For these worksites it is assumed that non-responding employees between the actual response rate and 70% drive alone 5 days a week. These additional trips represent the "Fill-In" applied. Note that fill-in is not applied to a worksite's first survey in the 2007 to 2012 cycle (their baseline survey).

	2007 - 2008	**2009 - 2010**	**2013 - 2014**
Drive Alone - All Employees*	66.1%	64.5%	66.2%
Drive Alone - CTR Affected Employees*	65.5%	64.1%	65.7%
VMT/Employee - All Employees	11.2	10.7	11.5
VMT/Employees - CTR Affected Employees	11.0	10.7	11.5

* Drive alone rate includes one person motorcycles.

Congratulations! You achieved a survey response rate of 70% or higher on this survey. Fill-in comparison for previous surveys, if applicable, are included in the chart above.

GHG Emissions: Total for Drive Alone, Carpools, Vanpools

Annual Greenhouse Gas Emissions (Metric Tons CO2e) for Roundtrip Commute*

Value	**2007 - 2008**	**2009 - 2010**	**2013 - 2014**
Emissions for Surveyed Employees	2,942	2,600	2,459
Estimated Emissions for Total Employment	4,384	4,381	3,346

* Estimated based on VMT from commuters driving alone, carpooling, vanpooling, or motorcycling, without fill-in applied.

Bus Transit Passenger Miles and Rail Transit Passenger Miles*

Annual Transit Passenger Miles (includes Roundtrip Commute)	**2007 - 2008**	**2009 - 2010**	**2013 - 2014**
Bus Annual Passenger Miles - Estimated for Total Employment	964,860	1,575,155	1,500,755
Bus Annual Passenger Miles - Surveyed Employees	647,500	934,900	1,102,900
Ferry Annual Passenger Miles - Estimated for Total Employment	0	34,539	58,784
Ferry Annual Passenger Miles - Surveyed Employees	0	20,500	43,200
Train/Light Rail/Streetcar Annual Passenger Miles - Estimated for Total Employment	1,192	0	1,225
Train/Light Rail/Streetcar Annual Passenger Miles - Surveyed Employees	800	0	900

* Transit passenger miles can be used to gauge changes in transit usage, and also to calculate greenhouse gas emissions from transit commute trips. However, emissions attributable to transit vary widely, depending on the efficiency/energy source of transit vehicles and transit vehicle passenger load (typically ranging from 0.1 to 0.9 pounds CO2e emissions/passenger mile). Employers are strongly encouraged to contact their local transit agencies for more precise information on GHG emissions for their transit trips. If nothing else is available, the value of 0.47 pounds (0.00021 metric tons) per passenger mile can be used to estimate CO2e emissions for bus transit, and 0.39 pounds (0.00018 metric tons) CO2e emissions per passenger mile for train/light rail/streetcar.
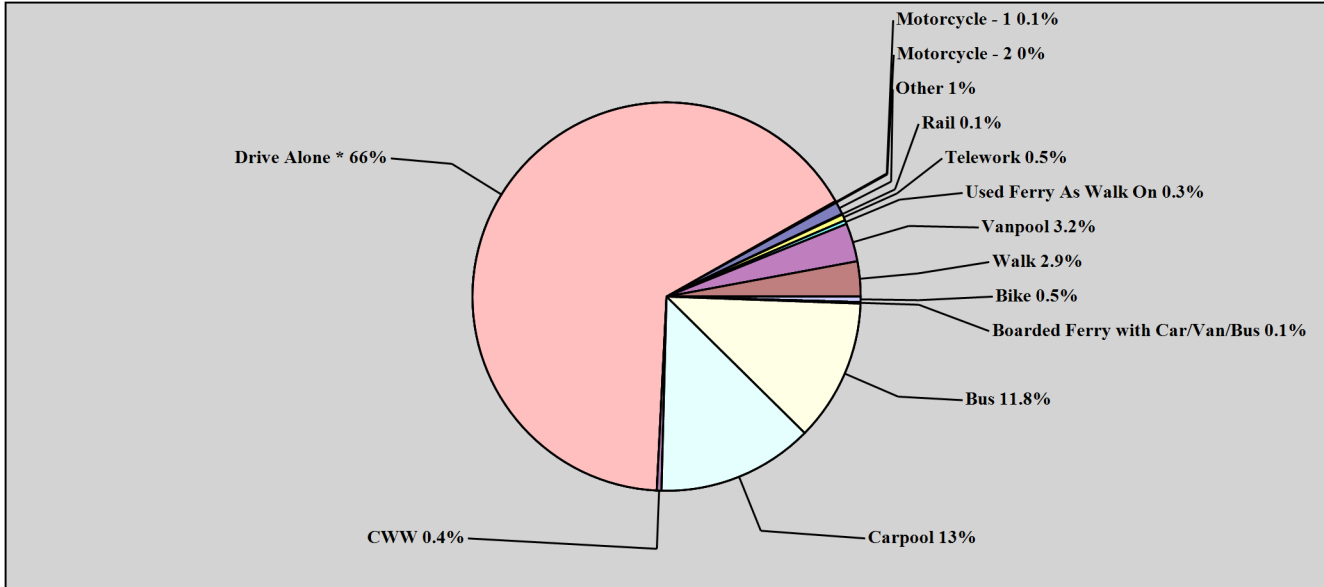
Q3.

One way, how many miles do you commute from home to your usual work location?
Average one-way distance home to work: 16.8 miles

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Commute Trips By Mode - All Employees

Q.4a: Last week, what type of transportation did you use each day to commute TO your usual work location? (Mode used for the longest distance.)
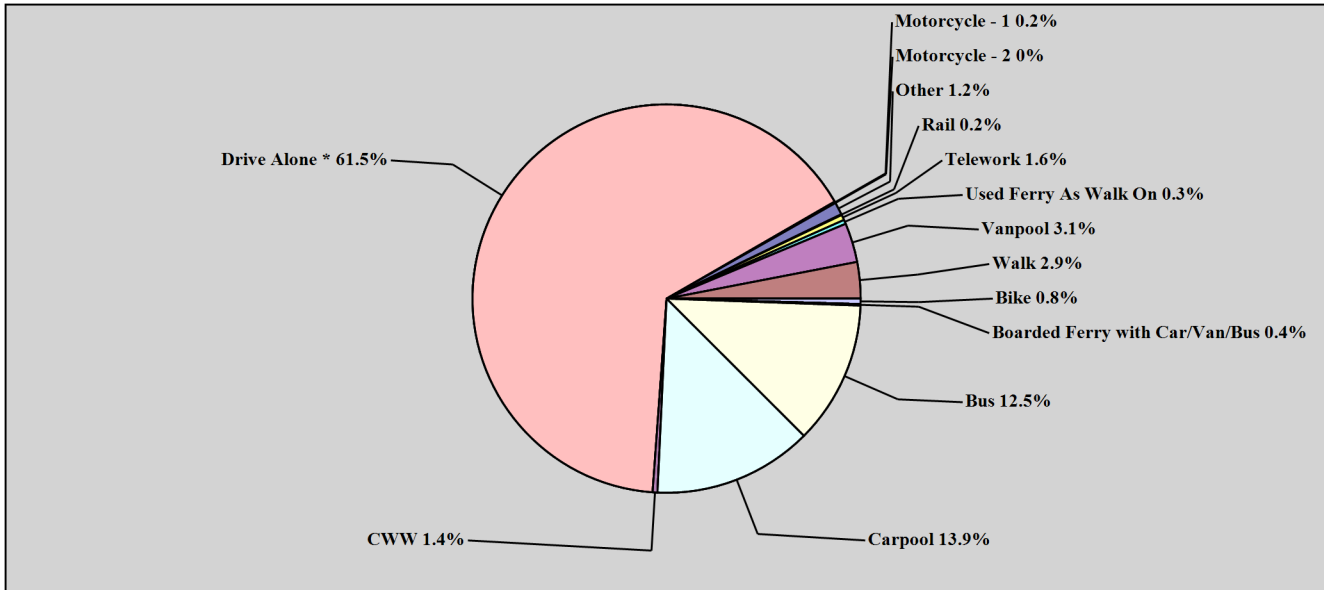

Mode Split - All Employees

- Motorcycle - 1 0.1%
- Motorcycle - 2 0%
- Other 1%
- Rail 0.1%
- Telework 0.5%
- Used Ferry As Walk On 0.3%
- Vanpool 3.2%
- Walk 2.9%
- Bike 0.5%
- Boarded Ferry with Car/Van/Bus 0.1%
- Bus 11.8%
- Carpool 13%
- CWW 0.4%
- Drive Alone * 66%

Mode	Trips During This Survey Week	% of Trips During This Survey Week	% of Trips During Previous Survey Week	Employees Who Used This Mode at Least Once During This Survey Week	% of Employees Who Used This Mode at Least Once During This Survey Week	% of Employees Who Used This Mode at Least Once During Previous Survey Week
Drive Alone *	3,210	66%	63.3%	770	61.9%	60%
Carpool	633	13%	14.6%	169	13.6%	15%
Vanpool	155	3.2%	3.1%	38	3.1%	3.3%
Motorcycle - 1	7	0.1%	1%	3	0.2%	0.9%
Motorcycle - 2	0	0%	0.2%	0	0%	0.1%
Bus	575	11.8%	10.7%	154	12.4%	10.9%
Rail	3	0.1%	0%	2	0.2%	0%
Bike	22	0.5%	0.8%	10	0.8%	1.1%
Walk	142	2.9%	4.3%	35	2.8%	4.1%
Telework	25	0.5%	0.6%	22	1.8%	1.8%
CWW	19	0.4%	0.4%	17	1.4%	1.7%
Boarded Ferry with Car/Van/Bus	6	0.1%	0.1%	5	0.4%	0.1%
Used Ferry As Walk On	16	0.3%	0.3%	4	0.3%	0.2%
Other	50	1%	0.7%	15	1.2%	0.9%

* Drive alone mode includes fill-in, where applicable.

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Commute Trips By Mode - Affected Employees

Q.4a: Last week, what type of transportation did you use each day to commute TO your usual work location? (Mode used for the longest distance.)

Mode Split - Affected Employees

Mode	Trips During This Survey Week	% of Trips During This Survey Week	% of Trips During Previous Survey Week	Employees Who Used This Mode at Least Once During This Survey Week	% of Employees Who Used This Mode at Least Once During This Survey Week	% of Employees Who Used This Mode at Least Once During Previous Survey Week
Drive Alone *	3,069	65.5%	63.1%	732	61.5%	59.6%
Carpool	621	13.3%	14.9%	166	13.9%	15.3%
Vanpool	153	3.3%	3.1%	37	3.1%	3.3%
Motorcycle - 1	6	0.1%	1%	2	0.2%	0.9%
Motorcycle - 2	0	0%	0.2%	0	0%	0.2%
Bus	558	11.9%	10.8%	149	12.5%	11.1%
Rail	3	0.1%	0%	2	0.2%	0%
Bike	21	0.4%	0.8%	9	0.8%	1.1%
Walk	142	3%	4.3%	35	2.9%	4%
Telework	21	0.4%	0.6%	19	1.6%	1.7%
CWW	19	0.4%	0.4%	17	1.4%	1.7%
Boarded Ferry with Car/Van/Bus	6	0.1%	0.1%	5	0.4%	0.1%
Used Ferry As Walk On	16	0.3%	0.3%	4	0.3%	0.2%
Other	49	1%	0.5%	14	1.2%	0.8%

* Drive alone mode includes fill-in, where applicable.

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Alternative Modes - Number of Employees Who Used a Non-Drive Alone Mode:

Non-Drive Alone Number Of Days	Exactly this # of Employees	Exactly this % of Employees	At least # of Employees	At least % of employees
0 Day	611	59%	1,034	100%
1 Days	48	5%	423	41%
2 Days	31	3%	375	36%
3 Days	58	6%	344	33%
4 Days	83	8%	286	28%
5 Days	193	19%	203	20%
6 or More Days	10	1%	10	1%

Work Schedules By Group - All Employees (This table shows the relationship between work schedule and commute mode)

Employees who worked:	Drive Alone 5 days / week		Drive Alone 3 or 4 days / week		Used Bus At Least 3 days / week		Carpooled At Least 3 days / week		Used Rail At Least 3 days / week		Vanpooled At Least 3 times / week		Biked or Walked At Least 3 Days / week		Used 'Other' Modes At Least 3 Days / week		Used Non-Drive Alone At Least 3 Days / week	
5 days a week	474	53.9%	64	7.3%	108	12.3%	119	13.5%	0	0%	31	3.5%	29	3.3%	7	0.8%	308	35%
4 days a week (4/10s)	2	2%	61	59.8%	13	12.7%	11	10.8%	0	0%	1	1%	3	2.9%	1	1%	30	29.4%
3 days a week	0	0%	4	44.4%	1	11.1%	0	0%	0	0%	0	0%	0	0%	0	0%	1	11.1%
9 days in 2 weeks (9/80)	2	33.3%	2	33.3%	1	16.7%	0	0%	0	0%	0	0%	0	0%	0	0%	1	16.7%
7 days in 2 weeks	2	40%	2	40%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	1	20%
Other	4	23.5%	6	35.3%	1	5.9%	0	0%	0	0%	0	0%	0	0%	0	0%	2	11.8%

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Count by Occupancy of Carpools, Vanpools, and Motorcycles

Q.4b If you used a carpool or vanpool as part of your commute, or if you ride a motorcycle, how many people (age 16 or older) are usually in the vehicle?

Ridesharing Occupancy	Mode	Response Count
1	Motorcycle	8
2	Motorcycle	0
2	Carpool	580
3	Carpool	52
4	Carpool	1
5	Carpool	0
>5	Carpool	0
<5	Vanpool	5
5	Vanpool	10
6	Vanpool	30
7	Vanpool	32
8	Vanpool	11
9	Vanpool	29
10	Vanpool	28
11	Vanpool	5
12	Vanpool	0
13	Vanpool	0
14	Vanpool	5
15	Vanpool	0

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Reported Work Schedule - All Employees

Q.5 Which of the following best describes your work schedule?

Reported Work Schedule
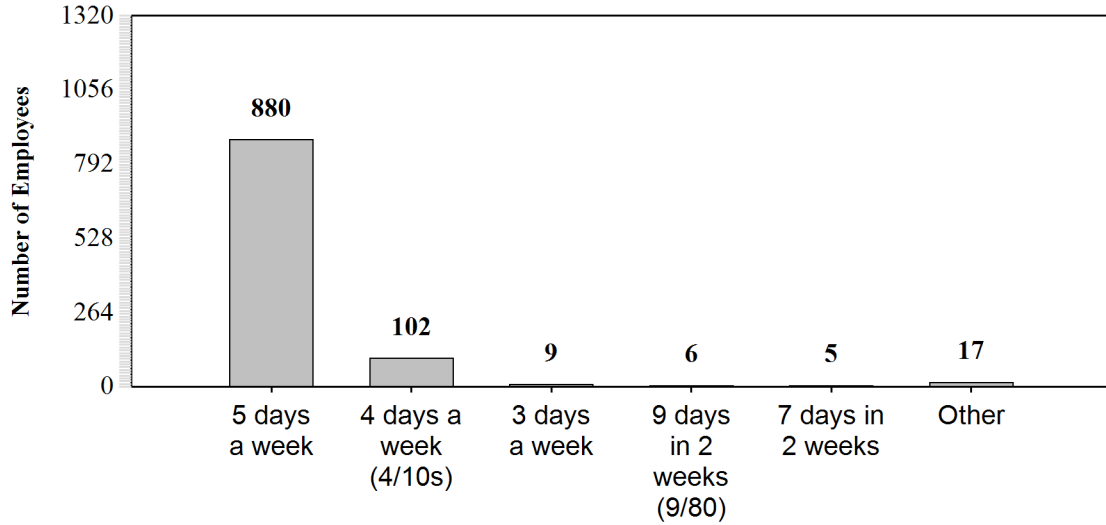
Reported Work Schedule	# Of Responses	% Of Employees
5 days a week	880	86.4%
4 days a week (4/10s)	102	10%
3 days a week	9	0.9%
9 days in 2 weeks (9/80)	6	0.6%
7 days in 2 weeks	5	0.5%
Other	17	1.7%

Parking and Telework

Q.9: On the most recent day that you drove alone to work, did you pay to park? (Mark "yes" if you paid that day, if you prepaid, if you are billed later, or if the cost of parking is deducted from your paycheck.)
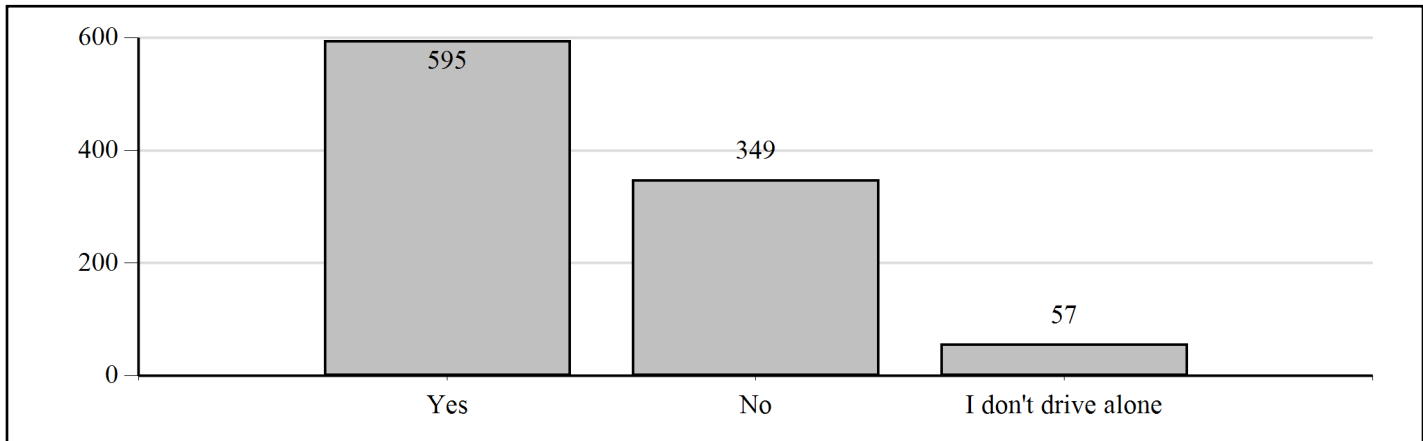
Q.10: How many days do you typically telework?

Telework Frequency	# of Responses	% of Responses
No Answer/Blank	7	0.7%
I don't telework	869	85.0%
Occasionally, on an as-needed basis	119	11.6%
1-2 days/month	6	0.6%
1 day/week	16	1.6%
2 days/week	3	0.3%
3 days/week	2	0.2%

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Reasons for driving alone to work/not driving alone to work

Q11. When you do not drive alone to work, what are the three most important reasons?

Question Text	# of Responses	% of Responses
To save money	352	20.7%
Free or subsidized bus, train, vanpool pass or fare benefit	289	17.0%
Cost of parking or lack of parking	238	14.0%
Financial incentives for carpooling, bicycling or walking.	176	10.4%
Environmental and community benefits	154	9.1%
Personal health or well-being	146	8.6%
Other	133	7.8%
Driving myself is not an option	54	3.2%
I have the option of teleworking	48	2.8%
Preferred/reserved carpool/vanpool parking is provided	36	2.1%
Emergency ride home is provided	35	2.1%
To save time using the HOV lane	32	1.9%
I receive a financial incentive for giving up my parking space	7	0.4%

Q12. When you drive alone to work, what are the three most important reasons?

Question Text	# of Responses	% of Responses
Riding the bus or train is inconvenient or takes too long	596	25.9%
I like the convenience of having my car	571	24.8%
Family care or similar obligations	442	19.2%
Other	309	13.4%
My commute distance is too short	158	6.9%
My job requires me to use my car for work	129	5.6%
Bicycling or walking isn't safe	72	3.1%
I need more information on alternative modes	23	1.0%
There isn't any secure or covered bicycle parking	5	0.2%

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Employee Transit Use - All Employees

Q 13. Please indicate the number of one-way transit or walk-on ferry trips you took last week on each system listed below (for any purpose, not just getting to and from work). Please select "Other" if your transit isn't listed.

Trips/Week	Employees Making This Many Transit Trips in a Week									
	Community Transit	Everett Transit	Intercity Transit	King County Metro	Kitsap Transit	Pierce Transit	Sound Transit	Whatcom Transportation Authority	Ferry as Walk-On	Other
1	0	0	0	0	0	0	0	0	0	0
2	0	0	2	0	0	0	0	0	0	0
3	0	0	0	3	0	0	0	0	0	3
4	0	4	0	0	0	0	4	0	0	8
5	0	0	0	5	0	0	5	0	5	0
6	0	6	0	6	0	0	6	0	0	0
7	0	7	0	7	0	0	14	0	7	0
8	0	8	0	8	0	0	0	0	8	0
9	0	9	0	0	0	0	0	0	0	0
10	10	0	10	0	0	0	0	0	0	0
11 or more	429	302	0	55	0	0	168	0	191	271
# Of Employees using Transit	13	12	3	10	1	1	10	0	9	9
Total One-Way Transit Trips Per Week	439	336	12	84	0	0	197	0	211	282

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Employee Transit Use - Affected Employees

Q 13. Please indicate the number of one-way transit or walk-on ferry trips you took last week on each system listed below (for any purpose, not just getting to and from work). Please select "Other" if your transit isn't listed.

Trips/Week	Employees Making This Many Transit Trips in a Week									
	Community Transit	Everett Transit	Intercity Transit	King County Metro	Kitsap Transit	Pierce Transit	Sound Transit	Whatcom Transportation Authority	Ferry as Walk-On	Other
1	0	1	0	1	0	0	0	0	0	0
2	2	2	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0
4	4	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0
6	6	0	0	0	0	0	6	0	0	0
7	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0
9	0	0	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0	0	0
11 or more	0	0	0	0	0	0	0	0	0	0
# Of Employees using Transit	4	3	1	2	1	1	2	0	1	1
Total One-Way Transit Trips Per Week	12	3	0	1	0	0	6	0	0	0

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Commute Mode By ZipCode for All Employees

Q8. What is your home zip code?

Home Zip code	Total Employees	Employee Percentage	Weekly Count of Trips By Mode												
			Drive Alone	Carpool	Vanpool	Motorcycle	Bus	Train	Bike	Walk	Telework	CWW	Ferry (Car/Van/Bus)	Ferry (walk-on)	Other
98008	2	0.20%	9	0	0	0	0	0	0	0	0	0	0	0	0
98011	6	0.59%	26	0	0	0	4	0	0	0	0	0	0	0	0
98012	25	2.44%	104	7	0	0	6	0	2	0	1	0	0	0	0
98014	1	0.10%	5	0	0	0	0	0	0	0	0	0	0	0	0
98019	1	0.10%	5	0	0	0	0	0	0	0	0	0	0	0	0
98020	12	1.17%	40	0	0	0	10	0	0	0	1	0	0	0	8
98021	12	1.17%	43	6	0	0	12	0	0	0	0	0	0	0	0
98023	1	0.10%	4	0	0	0	0	0	0	0	0	0	0	0	0
98026	23	2.25%	75	6	0	0	34	0	0	0	1	0	0	0	0
98028	4	0.39%	14	5	0	0	0	0	0	0	0	0	0	0	0
98033	1	0.10%	5	0	0	0	0	0	0	0	0	0	0	0	0
98034	4	0.39%	18	1	0	0	0	0	0	0	0	0	0	0	0
98036	13	1.27%	45	6	0	0	9	0	0	0	0	0	0	0	0
98037	7	0.68%	22	7	0	0	5	0	0	0	0	1	0	0	0
98040	1	0.10%	5	0	0	0	0	0	0	0	0	0	0	0	0
98043	6	0.59%	20	0	0	0	10	0	0	0	0	0	0	0	0
98045	1	0.10%	0	0	0	0	4	0	0	0	0	0	0	0	0
98052	2	0.20%	10	0	0	0	0	0	0	0	0	0	0	0	0
98053	3	0.29%	8	4	0	0	0	0	0	0	2	0	0	0	1
98055	1	0.10%	0	5	0	0	0	0	0	0	0	0	0	0	0
98058	1	0.10%	5	0	0	0	0	0	0	0	0	0	0	0	0
98059	2	0.20%	10	0	0	0	0	0	0	0	0	0	0	0	0
98065	1	0.10%	5	0	0	0	0	0	0	0	0	0	0	0	0
98070	1	0.10%	4	0	0	0	0	0	0	0	0	0	0	0	0
98072	4	0.39%	9	7	0	0	6	0	0	0	0	0	0	0	0
98077	2	0.20%	5	5	0	0	0	0	0	0	0	0	0	0	0

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98087	17	1.66%	62	8	0	0	6	2	0	0	0	1	2	0	0
98102	1	0.10%	2	0	0	0	3	0	0	0	0	0	0	0	0
98103	8	0.78%	20	0	5	0	11	0	0	0	0	0	0	0	0
98104	1	0.10%	0	0	0	0	5	0	0	0	0	0	0	0	0
98105	2	0.20%	7	0	0	0	3	0	0	0	0	0	0	0	0
98106	1	0.10%	2	0	0	0	2	0	0	0	1	0	0	0	0
98107	1	0.10%	1	0	4	0	0	0	0	0	0	0	0	0	0
98109	1	0.10%	1	0	0	0	4	0	0	0	0	0	0	0	0
98112	1	0.10%	0	0	5	0	0	0	0	0	0	0	0	0	0
98115	12	1.17%	34	4	14	0	3	0	0	0	2	0	0	0	0
98117	9	0.88%	27	5	4	0	1	0	0	0	1	2	0	0	0
98118	4	0.39%	9	2	5	0	3	0	0	0	0	0	0	0	0
98122	5	0.49%	10	0	3	0	7	0	0	0	0	0	0	0	0
98125	7	0.68%	26	0	2	0	7	0	0	0	0	0	0	0	0
98126	2	0.20%	6	0	0	0	3	0	0	0	1	0	0	0	0
98133	9	0.88%	22	2	5	0	13	0	0	0	0	0	0	0	0
98155	10	0.98%	29	0	9	0	10	0	0	0	0	1	0	0	0
98177	12	1.17%	30	4	12	0	10	0	0	0	0	0	0	0	1
98199	1	0.10%	1	0	4	0	0	0	0	0	0	0	0	0	0
98201	86	8.41%	194	44	0	0	15	0	15	136	1	0	0	0	8
98203	65	6.35%	219	47	0	0	31	0	0	0	1	0	0	0	5
98204	14	1.37%	56	0	5	0	9	0	0	0	0	0	0	0	0
98206	2	0.20%	10	0	0	0	0	0	0	0	0	0	0	0	0
98208	70	6.84%	262	46	0	0	15	0	0	0	1	0	0	0	5
98213	1	0.10%	5	0	0	0	0	0	0	0	0	0	0	0	0
98221	1	0.10%	5	0	0	0	0	0	0	0	0	0	0	0	0
98223	71	6.94%	221	76	24	0	10	0	0	0	3	2	1	0	0
98225	2	0.20%	2	5	0	0	3	0	0	0	0	0	0	0	0
98229	3	0.29%	7	4	0	0	2	0	0	0	0	0	0	0	0
98233	1	0.10%	0	0	5	0	0	0	0	0	0	0	0	0	0
98235	1	0.10%	1	0	0	0	3	0	0	0	0	0	0	0	0
98236	13	1.27%	2	0	0	0	38	0	0	0	0	0	0	10	0
98237	1	0.10%	2	0	0	0	0	0	0	0	3	0	0	0	0
98239	1	0.10%	0	0	0	0	5	0	0	0	0	0	0	0	0
98241	1	0.10%	5	0	0	0	0	0	0	0	0	0	0	0	0
98249	1	0.10%	0	0	0	0	5	0	0	0	0	0	0	0	0
98251	1	0.10%	4	1	0	0	0	0	0	0	0	0	0	0	0

98252	10	0.98%	37	4	0	0	3	0	0	0	0	0	0	0	0
98253	1	0.10%	0	0	0	0	5	0	0	0	0	0	0	0	0
98258	77	7.53%	298	50	0	0	19	0	0	0	0	1	1	0	0
98260	6	0.59%	7	0	0	0	14	0	3	0	0	1	0	5	0
98270	82	8.02%	266	113	0	4	2	0	0	0	1	0	0	0	12
98271	30	2.93%	98	23	0	0	19	0	0	0	0	1	0	0	0
98272	28	2.74%	95	12	0	1	26	0	0	0	0	1	0	0	0
98273	5	0.49%	2	0	10	0	13	0	0	0	0	0	0	0	0
98274	6	0.59%	11	0	0	0	16	0	0	0	0	1	0	0	0
98275	27	2.64%	112	0	0	0	16	0	0	0	0	1	0	0	0
98277	1	0.10%	5	0	0	0	0	0	0	0	0	0	0	0	0
98279	1	0.10%	0	5	0	0	0	0	0	0	0	0	0	0	0
98282	25	2.44%	49	24	0	0	41	0	0	0	1	4	0	0	4
98284	4	0.39%	2	0	0	0	7	0	0	0	0	0	0	0	0
98286	2	0.20%	10	0	0	0	0	0	0	0	0	0	0	0	0
98290	54	5.28%	197	38	0	3	15	1	1	0	1	0	0	0	0
98291	2	0.20%	2	0	0	0	5	0	0	0	0	0	0	0	0
98292	39	3.81%	92	27	33	0	21	0	0	0	0	1	0	0	5
98293	1	0.10%	5	0	0	0	0	0	0	0	0	0	0	0	0
98294	7	0.68%	18	1	0	0	17	0	0	0	0	0	0	0	0
98296	20	1.96%	82	8	0	0	3	0	0	0	1	0	0	0	1
98346	1	0.10%	2	0	0	0	0	0	0	0	1	0	1	1	0
98925	1	0.10%	5	0	0	0	0	0	0	0	0	0	0	0	0
98935	1	0.10%	4	0	0	0	0	0	0	0	0	0	0	0	0
99999	16	1.56%	31	21	6	0	6	0	1	6	1	1	1	0	0